FEDERAL AVIATION ADMINISTRATION

AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2000-10

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Airworthiness Programs Branch, AFS-610
P. O. Box 26460
Oklahoma City, OK 73125-0460
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information.

Biweekly 2000-01

99-27-01		Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219
99-27-03		Fokker	F27 Mark 050 Series
99-27-04		Rolls-Royce	Engine: Dart 506, 510, 511, 514, 525, 526, 529, 530, +
99-27-05		Boeing	767-200, -300, and -300F Series
99-27-06		Boeing	757-200, -200PF, and -200CB Series
99-27-07	S 98-25-53	Airbus	A300 B4-600R and A300 F4-600R Series
99-27-08		SAAB	SAAB SF340A and SAAB 340B Series
99-27-09		Airbus	A300 B4-203 Series
99-27-10		Airbus	A310 and A300-600 Series
99-27-11		British Aerospace	BAC 1-11 200 and 400 Series
99-27-13		Fokker	F27 Mark 050 Series
99-27-14	S 99-01-15	Airbus	A340-211, -212-, -213, -311, -312, and -313 Series
99-27-15		General Electric	Engine: GE90-76B, -77B, -85B, -90B, and -92B
99-27-16		CFE	Engine: CFE738-1-1B
2000-01-51	E	Bombardier	CL-600-2B16 (CL-604)

Biweekly 2000-02

98-19-15 R1	R 98-19-15	Fairchild	SA226-T, SA226-T(B), SA226-AT, SA226-TC +
99-26-21		Boeing	737-300, -400, -500, -600, -700, and -800 Series
2000-01-01		Airbus	A300 B2-1A, B2-1C, B2-203, B2K-3C, B4-103, B4-2C +
2000-01-02		Raytheon	BAe.125 Series 1000A and 1000B and Hawker 1000 Series
2000-01-03		SAAB	SAAB 2000 Series
2000-01-04		SAAB	SAAB 2000 Series
2000-01-07		Bombardier	DHC-8-100, -200, and -300 Series
2000-01-08		British Aerospace	ATP
2000-01-09		General Electric	Engine: CJ610 Series and CF700 Series
2000-01-12	S 97-14-11	Bombardier	CL-600-2B19 (Regional Jet Series 100) Series
2000-01-13	S 99-08-12	Pratt & Whitney	Engine: JT9D-7, -7A, -7H, -7AH, -7F, -7J, -20, -20J +
2000-01-14		Boeing	777 Series
2000-01-15		Fokker	F27 Mark 050 Series
2000-01-17		McDonnell Douglas	MD-90 Series
2000-01-18		McDonnell Douglas	DC-8 Series
2000-01-51		Bombardier	CL-604 variant of Canadair Model CL-600-2B16 Series
2000-02-01		McDonnell Douglas	DC-8 Series
2000-02-02		Short Brothers	SD3-60 SHERPA, SD3-SHERPA Series and SD3-30 Series
2000-02-03		Boeing	737-300, -400, and -500 Series
2000-02-04		Airbus	A300 Series, A300-600, and A310 Series
2000-02-13		Bombardier	DHC-8-100, -200, and -300 Series

Biweekly 2000-03

99-26-03	COR	McDonnell Douglas	MD-11 Series
2000-02-05	S 98-24-01	British Aerospace	Jetstream 4101
2000-02-06		Bombardier	DHC-8-100, -200, and -300 Series
2000-02-07		Bombardier	DHC-7-100 Series
2000-02-08		Dornier	328-100 Series
2000-02-10		Boeing	747 Series
2000-02-11		Boeing	777-200 Series
2000-02-15		Raytheon	65-90, 65-A90, B90, and C90
2000-02-17		Rolls-Royce	Engine: RB211 Trent 768-60, 772-60, and 772B-60 Series
2000-02-18	S 97-09-14	Boeing	737-100, -200, -300, -400, and -500 Series

LARGE AIRCRAFT

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Biweekly 2000-03...Cont'd

2000-02-19	S 90-02-16	Boeing	727 Series
2000-02-20	S 95-13-12 R1	Boeing	767 Series
2000-02-21		British Aerospace	Jetstream 4101
2000-02-22		Boeing	747-400 Series
2000-02-23		McDonnell Douglas	DC-9-10, -20, -30, -40, and -50 Series and DC-9-81, +
2000-02-24		Airbus	A300, A310, and A300-600 Series
2000-02-33		Boeing	747-400 Series
2000-02-34		Bombardier	CL-600-2B19 (Regional Jet Series 100) Series
2000-02-35		Raytheon	DH.125, HS.125, BH.125 Series 1A, 1B, 3A, 400A, +
2000-02-36	S 98-20-10	Airbus	A319, A320, and A321 Series
2000-02-37		Boeing	747 Series
2000-02-38	S 91-20-07	Airbus	A300, A300-600, and A310 Series
2000-03-01		Boeing	747-100 and -200 Series
2000-03-02		General Electric	Engine: GE90-90B, -85B, and -76B Series
2000-03-03		General Electric	Engine: CF34-3A1 and -3B1 Series

Biweekly 2000-04

99-23-26 R1		General Electric	Engine: CF34-1A, CF34-3A, -3A1, -3A2, and CF34-3B +
2000-02-27		Embraer - Empresa Brasileira	EMB-110P1 and EMB-110P2
2000-02-39		Airbus	A300 Series
2000-03-04		General Electric	Engine: CF6-80C2 Series turbofan
2000-03-05		Boeing	737-200 Series
2000-03-07		Rolls-Royce	Engine: RB211-524H-36 Series turbofan
2000-03-08		McDonnell Douglas	MD-90-30
2000-03-10		McDonnell Douglas	MD-11 Series
2000-03-11		McDonnell Douglas	MD-11 Series
2000-03-12		McDonnell Douglas	MD-11 Series
2000-03-13		McDonnell Douglas	MD-11 Series
2000-03-14		McDonnell Douglas	MD-11 Series
2000-03-15		McDonnell Douglas	MD-11 and MD-11F Series
2000-03-16		McDonnell Douglas	MD-11 Series
2000-03-17	S 97-23-01	Fairchild	SA226 and SA227 Series
2000-03-20		Airbus	A300-600
2000-03-21		Boeing	767
2000-03-22		Boeing	747-100, -200, and 747SP Series
2000-04-02		Boeing	737-100, -200, -300, -400, and -500 Series
2000-04-03		McDonnell Douglas	DC-3 and DC-4 Series
2000-04-04		Fokker	F.28 Mark 0070 and 0100 Series
2000-04-05		Israel	Astra SPX Series
2000-04-06		Airbus	A319, A320, and A321 Series
2000-04-07		British Aerospace	ATP
2000-04-08		Boeing	737-200C Series
2000-04-09		Embraer - Empresa Brasileira	EMB-135 and EMB-145 Series
2000-04-10		Hoffmann	Propeller: HO27( ) and HO4/27 Series
2000-04-11		Airbus	A319, A320, and A321 Series

Biweekly 2000-05

98-21-21	R1	Bob Fields Aerocessories	Appliance: Electric inflatable door seals
2000-03-51		McDonnell Douglas	DC-9, MD-90-30, 717-200, and MD-88
2000-04-13		Aerospatiale	ATR72 Series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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Biweekly 2000-05...Cont'd

2000-04-14		General Electric	Engine: CF6-80C2 A1/A2/A3/A5/A8/A5F/B1/B2/B4/B6 +
2000-04-17		Boeing	747-100, -200, and -300 Series
2000-04-18		Boeing	757 Series
2000-04-19		Dassault	Mystere-Falcon 50 Series
2000-04-22		Rolls-Royce	Engine: RB211-524G2-T-19, RB211-524G3-T-19, +
2000-04-23		Dornier	328-100 Series and 328-300 Series
2000-05-09		Boeing	757-200, -200PF, and –200CB Series
2000-05-10		General Electric	Engine: GE90-85B Series turbofan

Biweekly 2000-06

2000-03-03	COR	General Electric	Engine: CF34-3A1 and -3B1 Series turbofan
2000-04-24		Honeywell International	Appliance: 36-300(A), 36-280(B), and 36-280(D) Series
2000-05-01		McDonnell Douglas	MD-11 Series
2000-05-02		Fokker	F27 Mark 050, 200, 500, and 600 Series
2000-05-04		Airbus	A330 and A340 Series
2000-05-05		Construcciones Aeronauticas	CN-235-100 and CN-235-200 Series
2000-05-07		Airbus	A300 and A300-600 Series
2000-05-08		Airbus	A319 and A321 Series
2000-05-14	S 80-22-53	AlliedSignal	Engine: ALF502 and LF507 Series turbofan
2000-05-18		Airbus	A300, A310, and A300-600 Series
2000-05-19		Boeing	727 Series
2000-05-20		Dassault	Fan Jet Falcon, Mystere-Falcon 20, 50, 00, and 900 Series +
2000-05-21		Airbus	A319, A320, A321, A330, and A340 Series
2000-05-24		Honeywell International	Appliance: KAP 140 or KFC 225 autopilot system
2000-05-25	S 96-14-09	British Aerospace	BAe 146-100A, and -300 Series
2000-05-26	S 93-18-04	Aerospatiale	ATR42-200, ATR42-300, and ATR42-320 Series
2000-05-27	S 98-21-06	British Aerospace	BAe 146-100A, -200A, and -300A Series
2000-05-28		British Aerospace	BAe 146 and Avro 146-RJ Series
2000-05-29		Boeing	737-100, -200, -300, -400, and -500 Series
2000-05-30		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300 +
2000-06-02		Dornier	228-100, 228-101, 228-200, 228-201, 228-202, +
2000-06-04		Fairchild	SA226-T, SA226-AT, SA226-T(B), SA227-AT, +

Biweekly 2000-07

2000-05-22		CFM International	Engine: CFM56-2, -2A, -2B, -3, -3B, and -3C Series
2000-06-08	S 98-01-15	Airbus	A330-301, -321, -322, -341, -342, A340-211, -212, -213 +
2000-06-13	S 98-25-06	Boeing	737-200, -200C, -300, -400 Series
2000-07-01	S 98-13-34	Embraer-Empresa Brasileira	EMB-145 Series
2000-07-02		McDonnell Douglas	MD-11 Series
2000-07-51	E	McDonnell Douglas	717-200 Series

Biweekly 2000-08

2000-01-05	S 99-18-03	Boeing	747-100B, -200, -300, and SP Series
2000-05-03		Airbus	A300-600 and A310 Series
2000-05-12		Rolls-Royce	Engine: RB211-524G2-19, RB211-524G3-19, +
2000-05-13		Boeing	737-100, -200, -300, -400, and -500 Series
99-13-08 R1		Lockheed	L-1011-385 Series
99-23-22 R2	Recission	Transport Category Airplanes	Appliance: Mode “C” Transponder
2000-07-05	S 99-07-06	Boeing	767 Series
2000-07-06		Boeing	737-100, -200, -200C, -300, -400, and -500 Series
2000-07-07		Airbus	A300 Series

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Biweekly 2000-08...Cont'd

2000-07-08		Boeing	777 Series
2000-07-10		Boeing	747-200B, -300, -400, -400D, -400F Series
2000-07-11		Industrie Aero. Mec.	Piaggio P-180
2000-07-13		Boeing	757-200, -200PF Series
2000-07-14		McDonnell Douglas	MD-11 Series
2000-07-15		McDonnell Douglas	MD-11 Series
2000-07-16	S 94-11-06	McDonnell Douglas	MD-11 and MD-11F Series
2000-07-18		McDonnell Douglas	MD-11 and MDj-11F Series
2000-07-20		McDonnell Douglas	MD-11 Series
2000-07-21		McDonnell Douglas	MD-11 Series
2000-07-22		Airbus	A300-600 Series
2000-07-23		Bombardier	DHC-8-100 Series
2000-07-24		Fokker	F.28 Mark 0070 and 0100
2000-07-25		Gulfstream Aerospace	G-IV Series
2000-07-27		Transport Category Airplanes	Appliance: Honeywell Air Data Inertial Reference Unit
2000-07-28	S 99-18-22	Fokker	F27 Series
2000-07-29	S 98-16-09	Airbus	A300, A310, and A300-600 Series
2000-08-01		Rolls-Royce	Engine: Tay 650-15 Series Turbofan
2000-08-03	S 2000-05-01	McDonnell Douglas	MD-11 Series

Biweekly 2000-09

95-19-04 R1	Rescission	Learjet	35, 35A, 36, 36A, 55, 55B, and 55C
99-27-14	COR S 99-01-15	Airbus industrie	A340-211, -212, -213, -311, -312, and –313 Series
2000-05-06		Raytheon Aircraft Company	400A series and 400T Series
2000-07-04		Dornier Luftfahrt GMBH	328-100 series
2000-07-09		Boeing	737-600, -700, and –800 series
2000-07-12		Boeing	727-100, -100C, and –200 Series
2000-07-17		McDonnell Douglas	MD-11 Series
2000-07-19		McDonnell Douglas	MD-11 Series
2000-07-26		Airbus Industrie	A300 Series
2000-07-51		McDonnell Douglas	717-200 Series
2000-08-07	S 96-24-16	Raytheon Aircraft Co	BAe 125-800A and BAe 125-800B, Hawker 800, +
2000-08-08		Boeing	737-600, -700, and –800 Series
2000-08-10	S 99-08-17	General Electric Company	Engine: GE90-76B/ -77B/ -85B/ -90B/ -92B Series
2000-08-11	S 99-08-18	General Electric Company	Engine: CF6-6, CF6-45, and CF6-50 Series
2000-08-12	S 99-08-13	General Electric Company	Engine: CF6-80A, CF6-80C2, and CF6-80E1 Series
2000-08-13		Learjet	45
2000-08-14		Boeing	747 Series
2000-08-15		Boeing	777 Series
2000-08-17		Boeing	737-100, -200, -300, -400, and –500 Series
2000-08-19		Boeing	727 and 727C series
2000-08-20		Lockheed	L-1011-385-1, -1-14, -1-15, and –3 Series
2000-08-21		Boeing	747 Series
2000-09-01	S 93-20-02	McDonnell Douglas	DC-8 Series
2000-09-02		McDonnell Douglas	DC-8 Series
2000-09-03	S 2000-02-33	Boeing	747-400 Series
2000-09-04	S 2000-02-20	Boeing	767 Series
2000-09-05		Allison Engine Company	Engine: AE 3007A, AE 3007A1, AE 3007A1/1, +

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Biweekly 2000-10

2000-08-18		McDonnell Douglas	DC-9 series, MD-88, MD-90-30
2000-09-07		McDonnell Douglas	DC-10-10, -15, -30, -30F, and -40 series, +
2000-09-08		Boeing	747-100, -200, 747SP, and 747SR series
2000-09-09	S 99-01-12	Embraer - Empresa Brasileira	EMB-145
2000-09-10		Airbus Industrie	A300-600 series
2000-09-11		Fokker Services BV	F.28 Mark 0070
2000-09-12		Raytheon Aircraft Company	400A series, 400T (T-1A) series, 400T (TX) series
2000-09-13		British Aerospace	Jetstream 3201
2000-09-14		Rolls-Royce	Engine: RB211-535 series
2000-10-02		Airbus	All A319, A320, A321, A330, and A340 series
2000-10-03		McDonnell Douglas	DC-10 series
2000-10-51	E	Boeing	767 series

MCDONNELL DOUGLAS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-08-18 MCDONNELL DOUGLAS: Amendment 39-11704. Docket 97-NM-244-AD.

Applicability: Model DC-9 series airplanes, and Model MD-88 airplanes, as listed in McDonnell Douglas Alert Service Bulletin DC9-25A357, Revision 02, dated May 28, 1998; and Model MD-90-30 airplanes, as listed in McDonnell Douglas Alert Service Bulletin MD90-25A019, dated February 11, 1997; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent the improper deployment of the evacuation slide, which could delay or impede evacuation of passengers during an emergency, accomplish the following:

Replacement

(a) Within 180 days after the effective date of this AD, replace the lanyard assembly pins of the evacuation slides with solid corrosion-resistant pins, in accordance with McDonnell Douglas Alert Service Bulletin MD80-25A357, dated February 11, 1997, Revision 01, dated March 16, 1998, or Revision 02, dated May 28, 1998 (for Model DC-9 series airplanes and Model MD-88 airplanes); or McDonnell Douglas Alert Service Bulletin MD90-25A019, dated February 11, 1997 (for Model MD-90-30 airplanes); as applicable.

Spares

(b) As of the effective date of this AD, no lanyard assembly, part number (P/N) 3961899-1 or P/N 3956939-501, shall be installed on any airplane unless that assembly has been modified in accordance with the requirements of paragraph (a) of this AD.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) The replacement shall be done in accordance with McDonnell Douglas Alert Service Bulletin MD80-25A357, dated February 11, 1997; McDonnell Douglas Alert Service Bulletin DC9-25A357, Revision 01, dated March 16, 1998; McDonnell Douglas Alert Service Bulletin DC9-25A357, Revision 02, dated May 28, 1998; or McDonnell Douglas Alert Service Bulletin MD90-25A019, dated February 11, 1997; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on June 13, 2000.

FOR FURTHER INFORMATION CONTACT:
Alan Sinclair, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5338; fax (562) 627-5210.

Issued in Renton, Washington, on April 19, 2000.
Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

MCDONNELL DOUGLAS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-09-07 MCDONNELL DOUGLAS: Amendment 39-11716. Docket 99-NM-212-AD.

Applicability: Model DC-10-10, -15, -30, -30F, and -40 series airplanes, and KC-10A (military) airplanes, as listed in McDonnell Douglas Alert Service Bulletin DC10-24A161, dated October 29, 1999; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent internal overheating and arcing of circuit breakers and airplane wiring due to long-term use and breakdown of internal components of the circuit breakers, which could result in smoke and fire in the flight compartment and main cabin, accomplish the following:

Inspection and Replacement, If Necessary

(a) Within 24 months after effective date of this AD: Perform a one-time general visual inspection of circuit breakers to determine the manufacturer of the circuit breaker in accordance with McDonnell Douglas Alert Service Bulletin DC10-24A161, dated October 29, 1999.

NOTE 2: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(1) If no Wood Electric Corporation or Wood Electric Division of Potter Brumfield Corporation circuit breaker is found, no further action is required by this paragraph.

(2) If any Wood Electric Corporation or Wood Electric Division of Potter Brumfield Corporation circuit breaker is found, at the next scheduled maintenance visit, but not later than 24 months after the effective date of this AD, replace the circuit breaker with a new circuit breaker in accordance with the service bulletin.

Spares

(b) As of the effective date of this AD, no person shall install, on any airplane, a circuit breaker, part number 104-205-104, 104-210-104, 104-215-104, 104-220-104, 104-225-104, 104-230-104, 104-235-104, 104-250-104, 447-205-102, 448-205-102, 505-205-102, 506-205-102, 447-507-102, 448-507-102, 505-507-102, 506-507-102, 447-210-102, 448-210-102, 505-210-102, 506-210-102, 447-215-102, 448-215-102, 505-215-102, 506-215-102, 447-220-102, 448-220-102, 505-220-102, 506-220-102, 447-225-102, 448-225-102, 505-225-102, 506-225-102, 448-235-102, 505-235-102, 506-235-102.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) The actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin DC10-24A161, dated October 29, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on June 16, 2000.

FOR FURTHER INFORMATION CONTACT:

Natalie Phan-Tran, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5343; fax (562) 627-5210.

Issued in Renton, Washington, on May 3, 2000.

Vi L. Lipski, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-09-08 BOEING: Amendment 39-11717. Docket 99-NM-242-AD.

Applicability: Model 747-100, -200, 747SP, and 747SR series airplanes; certificated in any category; equipped with Pratt & Whitney JT9D-7, -7A, -7F, and -7J series engines.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent separation of the nose cowl from the engine, which could cause collateral damage to the airplane, and, possibly, reduced controllability of the airplane, accomplish the following:

One-Time Inspections and Rework

(a) Within 24 months after the effective date of this AD, perform one-time detailed visual and eddy current inspections to detect cracking of the existing nose cowl mounting flange, rework the nose cowl mounting flange to increase the number of attachment fastener holes from 37 to 67, and perform a one-time eddy current inspection to detect cracking of the new fastener holes in the reworked nose cowl mounting flange, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-71-2290, dated March 18, 1999.

NOTE 2: For the purposes of this AD, a detailed visual inspection is defined as "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aides such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Corrective Action

(b) If any crack is found during any inspection required by paragraph (a) of this AD: Prior to further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) Except as provided by paragraph (b) of this AD, the actions shall be done in accordance with Boeing Service Bulletin 747-71-2290, dated March 18, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(f) This amendment becomes effective on June 16, 2000.

FOR FURTHER INFORMATION CONTACT:
Dionne Krebs, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2250; fax (425) 227-1181.

Issued in Renton, Washington, on May 3, 2000.
Vi L. Lipski, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

EMBRAER - EMPRESA BRASILEIRA
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-09-09 EMPRESA BRASILEIRA DE AERONAUTICA S.A. (EMBRAER): Amendment 39-11718. Docket 99-NM-305-AD. Supersedes AD 99-01-12, Amendment 39-11015.

Applicability: Model EMB-145 series airplanes, serial numbers 145004 through 145047 inclusive and 145049 through 145051 inclusive; certificated in any category; equipped with IC-600 #1 having part number (P/N) 7017000-82402; excluding those airplanes on which the modification specified in any of the following EMBRAER service bulletins has been accomplished:

- EMBRAER Service Bulletin S.B. 145-22-0001, dated May 7, 1998;
- EMBRAER Service Bulletin S.B. 145-22-0004, Revision 01, dated July 30, 1998;
- EMBRAER Service Bulletin S.B. 145-31-0007, Revision 02, dated June 30, 1998.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the pitch trim system, which could cause undetected autopilot trim runaway, and result in reduced controllability of the airplane, uncommanded autopilot disconnect, and excessive altitude loss; accomplish the following:

RESTATEMENT OF REQUIREMENTS OF AD 99-01-12

Placard Installation and AFM Revision

(a) Within 20 flight hours after February 2, 1999 (the effective date of AD 99-01-12, amendment 39-11015), accomplish paragraphs (a)(1), (a)(2), (a)(3), and (a)(4) of this AD.

(1) Install warning placards, P/N 145-39641-001, on the left and right sides of the cockpit glare shield panel, using double-face tape (or similar), in accordance with EMBRAER Alert Service Bulletin S.B. 145-31-A010, dated December 15, 1998, which states:

"DO NOT OPERATE AUTOPILOT BELOW 1,500 FT A.G.L."

(2) Revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) (in the "AUTOPILOT" section) to include the information contained in this paragraph of the AD. This may be accomplished by inserting a copy of this AD in the AFM.

"**AUTOPILOT**

THE USE OF AUTOPILOT BELOW 1,500 FEET IS PROHIBITED."

(3) Revise the Emergency Procedures Section of the FAA-approved AFM (in the "PITCH TRIM RUNAWAY" section) to include the following statement. This may be accomplished by inserting a copy of this AD in the AFM.

"**PITCH TRIM RUNAWAY**

Immediately and simultaneously:

Control Column.....HOLD FIRMLY
Quick Disconnect Button.....PRESS AND HOLD
Pitch Trim Main System.....OFF
Pitch Trim Back Up System.....OFF
Quick Disconnect Button.....RELEASE

If control column forces are excessive, try to recover airplane control by turning one system on and trimming the airplane as necessary.

Initiate with the backup system. Leave the failed system off.

If neither system is operative:

PITCH TRIM INOPERATIVE Procedure.....COMPLETE

Autopilot.....OFF

Do not use the autopilot for the remainder of the flight."

(4) Revise the Abnormal Procedures Section of the FAA-approved AFM (in the "AUTOPILOT" section) to include the following statement. This may be accomplished by inserting a copy of this AD in the AFM.

"**AUTOPILOT TRIM FAILED**

PITCH TRIM RUNAWAY Procedure.....PERFORM

STABILIZER OUT OF TRIM

PITCH TRIM RUNAWAY Procedure.....PERFORM"

NEW REQUIREMENTS OF THIS AD

Terminating Action

(b) Within 500 flight hours after the effective date of this AD, accomplish paragraphs (b)(1) and (b)(2) of this AD. Accomplishment of paragraph (b) of this AD constitutes terminating action for the requirements of paragraph (a) of this AD.

(1) Replace the integrated computer IC-600 #1, P/N 7017000-82402, with a new integrated computer, P/N 7017000-82422; install an upgraded integrated computers checklist; and remove warning placards, P/N 145-39641-001, on the left and right sides of the cockpit glare shield panel required by paragraph (a)(1) of this AD; in accordance with EMBRAER Service Bulletin S.B. 145-31-0010, dated March 18, 1999.

NOTE 2: Installation of an upgraded integrated computers checklist is required only if an integrated computers checklist is currently installed on the airplane.

(2) Remove the limitations required by paragraphs (a)(2), (a)(3), and (a)(4) of this AD from the AFM.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance/Operations Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) Except as provided by paragraph (a)(2) of this AD: The actions shall be done in accordance with EMBRAER Alert Service Bulletin S.B. 145-31-A010, dated December 15, 1998, and EMBRAER Service Bulletin S.B. 145-31-0010, dated March 18, 1999.

(1) The incorporation by reference of EMBRAER Service Bulletin S.B. 145-31-0010, dated March 18, 1999, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of EMBRAER Alert Service Bulletin S.B. 145-31-A010, dated December 15, 1998, was previously approved by the Director of the Federal Register as of February 2, 1999 (64 FR 4521, January 29, 1999).

(3) Copies may be obtained from Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343 - CEP 12.225, Sao Jose dos Campos - SP, Brazil. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 4: The subject of this AD is addressed in Brazilian airworthiness directive 98-12-01R1, dated May 26, 1999.

(f) This amendment becomes effective on June 16, 2000.

FOR FURTHER INFORMATION CONTACT:
Rob Capezzuto, Aerospace Engineer, Systems and Flight Test Branch, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703-6071; fax (770) 703-6097.

Issued in Renton, Washington, on May 3, 2000.
Vi L. Lipski, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

AIRBUS INDUSTRIE
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-09-10 AIRBUS INDUSTRIE: Amendment 39-11719. Docket 99-NM-362-AD.

Applicability: Model A300-600 series airplanes, certificated in any category, except those airplanes on which Airbus Modifications 11661 and 11676 (Airbus Service Bulletin A300-32-6069) and 12095 (Airbus Service Bulletin A300-32-6077) have been installed.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent erratic operation of the wheel tachometers, which could result in degradation of the braking performance, and possible increased landing roll, accomplish the following:

Modifications

(a) Within 18 months after the effective date of this AD, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD.

(1) Modify the electrical looms of the nose and main landing gear, in accordance with Airbus Service Bulletin A300-32-6069, Revision 01, dated December 29, 1999; and

(2) Modify the rotor shaft attachment of the nose and main landing gear tachometers, in accordance with Airbus Service Bulletin A300-32-6077, Revision 01, dated September 25, 1999.

NOTE 2: Messier-Dowty Service Bulletins 470-32-779, dated April 14, 1997, and 470-32-777, dated July 1, 1997, are referenced in Airbus Service Bulletin A300-32-6069. Messier-Bugatti Service Bulletin C20105-32-782, dated October 17, 1996, is referenced in Airbus Service Bulletin A300-32-6077. The Messier-Dowty and Messier-Bugatti service bulletins are additional sources of service information for accomplishing the applicable actions required by this AD.

NOTE 3: Accomplishment of the modifications required by paragraph (a) of this AD, prior to the effective date of this AD, in accordance with Airbus Service Bulletin A300-32-6069, dated June 13, 1997, or A300-32-6077, dated May 28, 1999, is considered acceptable for compliance with the applicable requirements specified by this AD.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The modifications shall be done in accordance with Airbus Service Bulletin A300-32-6069, Revision 01, dated December 29, 1999; and Airbus Service Bulletin A300-32-6077, Revision 01, dated September 25, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 5: The subject of this AD is addressed in French airworthiness directive 1999-428-295(B), dated November 3, 1999.

(e) This amendment becomes effective on June 16, 2000.

FOR FURTHER INFORMATION CONTACT:
Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on May 3, 2000.
Vi L. Lipski, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

FOKKER SERVICES
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-09-11 FOKKER SERVICES B.V.: Amendment 39-11720. Docket 99-NM-253-AD.

Applicability: Model F.28 Mark 0070 airplanes, serial numbers 11565 and 11569; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent restricted elevator movement and consequent reduced controllability of the airplane, accomplish the following:

Inspection

(a) Within 2 months after the effective date of this AD, perform a one-time general visual inspection of the elevator gustlock counter-bracket of the elevator tension regulator assembly to detect any discrepancy (including improper installation, loose bolts, sealant damage or an insufficient amount of sealant, and incorrect torque values of the bolts or nuts), in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-27-076, dated July 1, 1999.

(1) If no discrepancy is detected, no further action is required by this AD.

(2) If any discrepancy is detected, prior to further flight, accomplish the applicable corrective actions [removing the sealant (if present) from the bolt head and nut and checking the torque value of the bolt and nut; replacing any discrepant bolt, washer, or nut with a new component; ensuring specified torque values; and applying sealant to the bolt head and nut to prevent corrosion], in accordance with the service bulletin.

NOTE 2: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The actions shall be done in accordance with Fokker Service Bulletin SBF100-27-076, dated July 1, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 4: The subject of this AD is addressed in Dutch airworthiness directive 1999-094, dated July 30, 1999.

(e) This amendment becomes effective on May 30, 2000.

FOR FURTHER INFORMATION CONTACT:
Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on May 3, 2000.
Vi L. Lipski, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

RAYTHEON AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-09-12 RAYTHEON AIRCRAFT COMPANY (Formerly Beech): Amendment 39-11721. Docket 99-NM-372-AD.

Applicability: Model 400A series airplanes, having serial numbers RK-01 through RK-188 inclusive; Model 400T (T-1A) series airplanes, having serial numbers TT-01 through TT-180 inclusive; and Model 400T (TX) series airplanes, having serial numbers TX-01 through TX-09 inclusive; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent detachment or breakage of wires in the temperature switch assemblies of the wing ice protection system, which could result in the flightcrew not being advised of an over-temperature situation on the leading edge of the wing, and consequent structural damage to the wing, accomplish the following:

Replacement

(a) At the next scheduled inspection, but no later than 200 flight hours after the effective date of this AD, replace temperature switch assemblies of the wing ice protection system with new, improved temperature switch assemblies, in accordance with Raytheon Service Bulletin 30-3008, Revision 1, dated August 1999.

NOTE 2: Replacements accomplished prior to the effective date of this AD in accordance with Raytheon Service Bulletin 30-3008, dated March 1999, are considered acceptable for compliance with the applicable action specified in this AD.

Spares

(b) As of the effective date of this AD, no person shall install, on any airplane, a temperature switch assembly having a part number listed in the "Old Part Number" column of the table in 2.D. of Raytheon Service Bulletin 30-3008, Revision 1, dated August 1999.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) The replacement shall be done in accordance with Raytheon Service Bulletin 30-3008, Revision 1, dated August 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Raytheon Aircraft Company, Manager Service Engineering, Beechjet/Premier Technical Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on June 16, 2000.

FOR FURTHER INFORMATION CONTACT:
Philip Petty, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4139; fax (316) 946-4407.

Issued in Renton, Washington, on May 3, 2000.
Vi L. Lipski, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BRITISH AEROSPACE
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-09-13 BRITISH AEROSPACE: Amendment 39-11722; Docket No. 99-CE-72-AD.

(a) **What airplanes are affected by this AD?** This AD applies to Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

(b) **Who must comply with this AD?** Anyone who wishes to operate any of the above airplanes on the U.S. Register must comply with this AD.

(c) **What problem and safety aspects does this AD address?** The actions specified by this AD are intended to detect damage to the insulation of the wiring within the fuel tanks of the fuel quantity indication system. If not detected and corrected, this damage could result in a malfunction in the cockpit indicators and/or electrical sparking inside the fuel tank with consequent fire or explosion.

(d) **What actions must I accomplish to address this problem?** To address this problem, you must accomplish the following:

Action	Compliance Time	Procedures
Inspect the fuel quantity indication system for damage to the insulation of the wiring within the fuel tanks. Damage is defined as corrosion (indicated by a dark stain), cuts, or nicks.	At whichever of the following that occurs first: - Within the next 200 hours time-in-service (TIS) after June 23, 2000 (the effective date of this AD); or - On or before August 21, 2000 (60 days after the effective date of this AD).	Accomplish these actions in accordance with one of the following: - British Aerospace Jetstream Alert Service Bulletin 28-A-JA990841, Original Issue: September 8, 1999; or - British Aerospace Jetstream Alert Service Bulletin 28-A-JA990841, Original Issue: September 8, 1999; Revision No. 1: November 12, 1999.
Replace or repair any damaged wiring.	Prior to further flight after the inspection required by this AD.	Accomplish in accordance with one of the previously referenced service bulletins.

(e) **Can I comply with this AD in any other way?**

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to any airplane referenced in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For those airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) **Where can I get information about any already-approved alternative methods of compliance?** Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4140; facsimile: (816) 329-4090.

(g) **What if I need to fly the airplane to another location to comply with this AD?** The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) **Who should I contact if I have questions regarding the service information?** Direct all questions or technical information related to this AD to British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland; telephone: (01292) 672345; facsimile: (01292) 671625.

(i) **Are any service bulletins incorporated into this AD by reference?** You must accomplish the actions required by this AD in accordance with British Aerospace Jetstream Alert Service Bulletin 28-A-JA990841, Original Issue: September 8, 1999; or British Aerospace Jetstream Alert Service Bulletin 28-A-JA990841, Original Issue: September 8, 1999; Revision No. 1: November 12, 1999. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland.. You can look at copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(j) **Has another airworthiness authority addressed this action?** The subject of this AD is addressed in British AD 003-09-99, dated September 13, 1999.

(k) **When does this amendment become effective?** This amendment becomes effective on June 23, 2000.

FOR FURTHER INFORMATION CONTACT:
Mr. S.M. Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 506, Kansas City, Missouri 64106; telephone: (816) 329-4145; facsimile: (816) 329-3091.

Issued in Kansas City, Missouri, on May 4, 2000.
Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

ROLLS-ROYCE
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

2000-09-14 Rolls-Royce plc: Amendment 39-11723. Docket No. 2000-NE-04-AD.

Applicability: Rolls-Royce plc RB211-535 series turbofan engines, with radial drive steady bearings with outer race serial number (S/N) prefixes: DLJO, DLJP, DLOQ, DLSK, and DMBA, installed. Affected engines are those that have had a new bearing fitted at overhaul, were new production engines, or had a bearing changed in service between July 26, 1998, and September 30, 1999. These engines are installed on but not limited to Boeing 757 series aircraft and Tupolev Tu204 series aircraft.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent radial drive steady bearing failure, which could result in an in-flight engine shutdown and smoke and fumes in the cabin, accomplish the following:

Remove Suspect Bearings

(a) Remove from service radial drive steady bearings identified in the applicability paragraph of this AD and replace with serviceable parts as follows:

(1) For engines that had the suspect radial drive steady bearings installed during a shop visit or on-wing, remove from service before accumulating 1,700 hours time-in-service (TIS) after the effective date of this AD, but no later than September 30, 2000.

(2) For engines that had the suspect radial drive steady bearings installed in factory production, remove from service before accumulating 2,720 hours TIS after the effective date of this AD, but no later than December 31, 2000.

Note 2: Rolls-Royce plc Mandatory Service Bulletin No. RB.211-72-C930, dated December 22, 1999, provides additional information on identifying and replacing the suspect bearings.

Do Not Install Suspect Bearings

(b) As of the effective date of this AD, accomplish the following:

(1) Do not install radial drive steady bearings from the five affected batches listed in the applicability paragraph of this AD at overhaul, in service, or at new production.

(2) If performing an engine change, do not allow two engines that have bearings from any of the five affected batches listed in the applicability paragraph of this AD to be installed on the same airplane.

Serviceable Parts

(3) For the purpose of this AD, serviceable bearings are those which are not listed in the applicability paragraph of this AD. Current outer race S/N prefix DPSF or alphabetically subsequent prefix is considered serviceable.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Ferry Flights

(d) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Effective Date

(e) This amendment becomes effective on July 11, 2000.

FOR FURTHER INFORMATION CONTACT:

Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone 781-238-7747, fax 781-238-7199.

Issued in Burlington, Massachusetts, on May 5, 2000.

David A. Downey, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-10-02 AIRBUS: Amendment 39-11726. Docket 99-NM-103-AD.

Applicability: All Model A319, A320, A321, A330, and A340 series airplanes; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

NOTE 2: Inspections and replacement actions accomplished prior to the effective date of this amendment, in accordance with Airbus All Operator Telex (AOT) 25-14 (for Model A319, A320, and A321 series airplanes), and AOT 25-13 (for Model A330 and A340 series airplanes), both dated December 17, 1998, are considered acceptable for compliance with the initial inspection and replacement actions specified by paragraph (a) of this AD.

NOTE 3: An initial detailed visual inspection accomplished during production prior to the effective date of this amendment is considered acceptable for compliance with the initial inspection required by paragraph (a) of this AD.

To prevent detachment of the footrest assembly actuator, which could result in partial blockage of the rudder pedals and reduced controllability of the airplane, accomplish the following:

Detailed Visual Inspections

(a) Within 500 flight hours after the effective date of this AD, perform a detailed visual inspection of the footrest actuator assembly for discrepancies (including bent pins and missing or incorrectly installed retaining rings and pins), in accordance with Airbus Service Bulletin A320-25-1220, dated November 19, 1999 (for Model A319, A320, and A321 series airplanes); A330-25-3105, dated October 22, 1999 (for Model A330 series airplanes); or A340-25-4131, dated October 22, 1999 (for Model A340 series airplanes); as applicable.

(1) If no discrepancy is detected: Repeat the inspection thereafter at intervals not to exceed 15 months.

(2) If any discrepancy is detected: Accomplish the actions of paragraphs (a)(2)(i) and (a)(2)(ii) of this AD.

(i) Prior to further flight, remove the actuator system from the footrest assembly and conduct a detailed visual inspection of the pins for damage, distortion, or wear in accordance with the applicable service bulletin. If any damage, distortion, or wear of the pin, or any discrepancy of the pin or the ring is detected, prior to further flight, replace that pin or ring with a new part in accordance with the applicable service bulletin. And

(ii) Repeat the detailed visual inspection of the footrest actuator assembly thereafter at intervals not to exceed 15 months.

NOTE 4: For the purposes of this AD, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required."

Optional Terminating Actions

(b) Removal of the footrest assembly constitutes terminating action for the repetitive inspection requirements of this AD.

(c) Accomplishment of Modification 28472 during production, or Airbus Service Bulletin A320-25-1225, dated November 19, 1999 (for Model A319, A320, and A321 series airplanes); or accomplishment of Modification 47376 during production, or Airbus Service Bulletin A330-25-3110 or A340-25-4136, both dated December 23, 1999 (for Model A330 and A340 series airplanes); as applicable; constitutes terminating action for the inspection requirements of this AD.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) The actions shall be done in accordance with Airbus Service Bulletin A320-25-1220, dated November 19, 1999 (for Model A319, A320, and A321 series airplanes); Airbus Service Bulletin A320-25-1225, dated November 19, 1999 (for Model A319, A320, and A321 series airplanes); Airbus Service Bulletin A330-25-3105, dated October 22, 1999 (for Model A330 series airplanes); Airbus Service Bulletin A330-25-3110, dated December 23, 1999 (for Model A330 series airplanes); Airbus Service Bulletin A340-25-4131, dated October 22, 1999 (for Model A340 series airplanes); and Airbus Service Bulletin A340-25-4136, dated December 23, 1999 (for Model A340 series airplanes); as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 6: The subject of this AD is addressed in French airworthiness directives 1999-047-110(B) R1 (for Model A340 series airplanes) and 1999-048-090(B) R1 (for Model A330 series airplanes), both dated December 15, 1999; and 1999-074-127(B), R1, dated January 26, 2000 (for Model A319, A320, and A321 series airplanes).

(g) This amendment becomes effective on June 19, 2000.

FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on May 8, 2000.

Vi L. Lipski, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

MCDONNELL DOUGLAS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-10-03 MCDONNELL DOUGLAS: Amendment 39-11727. Docket 99-NM-213-AD.

Applicability: All Model DC-10 series airplanes, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent chafing of the wire bundle located behind the flight engineer's panel caused by the wire bundle coming in contact with the lower edge of the feed through and consequent electrical arcing, which could result in smoke and fire in the cockpit, accomplish the following:

Inspection

(a) Within 1 year after the effective date of this AD, perform a one-time detailed visual inspection to determine if the wire segments of the wire bundle routed through the feed through on the aft side of the flight engineer's station are damaged or chafed, in accordance with McDonnell Douglas Alert Service Bulletin DC10-24A149, Revision 01, dated July 28, 1999.

NOTE 2: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required."

Corrective Actions

(1) For airplanes identified as Group 1 in the alert service bulletin: Accomplish paragraph (a)(1)(i) or (a)(1)(ii) of this AD, as applicable.

(i) If no damaged or chafed wire is found, no further action is required by this AD.

(ii) If any damaged or chafed wire is found, prior to further flight, repair in accordance with the alert service bulletin.

(2) For airplanes identified as Group 2 in the alert service bulletin: Accomplish paragraph (a)(2)(i) or (a)(2)(ii) of this AD, as applicable.

(i) If no damaged or chafed wire is found, within 1 year after the effective date of this AD, revise the wire bundle support clamp installation at the flight engineer's station in accordance with the alert service bulletin.

(ii) If any damaged or chafed wire is found, prior to further flight, repair the wiring, and revise the wire bundle support clamp installation at the flight engineer's station, in accordance with the alert service bulletin.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin DC10-24A149, Revision 01, dated July 28, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on June 21, 2000.

FOR FURTHER INFORMATION CONTACT:

Natalie Phan-Tran, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5343; fax (562) 627-5210.

Issued in Renton, Washington, on May 8, 2000.

Vi L. Lipski, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

BOEING
EMERGENCY AD
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-10-51 BOEING: Docket No. 2000-NM-138-AD.

Applicability: Model 767 series airplanes, line numbers (L/N) 1 through 230 inclusive, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct cracking or fracturing of the tension bolts on the side load underwing fittings on the strut, which would eventually result in loss of the strut, accomplish the following:

One-Time Inspection

(a) At the applicable time specified in paragraph (a)(1) or (a)(2) of this AD, perform a one-time inspection of the tension bolts in the side load underwing fittings on both struts to determine whether tension bolts made of H-11 steel are installed, in accordance with Boeing Alert Service Bulletin 767-57A0074, dated May 17, 2000, or Revision 1, dated May 18, 2000. If the inspection shows conclusively that no H-11 steel bolt is installed, no further action is required by this AD.

(1) For airplanes having L/N 1 through 162 inclusive: inspect within 5 days after receipt of this AD.

(2) For airplanes having L/N 163 through 230 inclusive: inspect within 10 days after receipt of this AD.

Repetitive inspections

(b) If any H-11 steel bolt is found during the inspection required by paragraph (a) of this AD, or if the type of bolt cannot be determined: prior to further flight, perform an ultrasonic inspection to detect cracking or fracturing of the tension bolts in the side load underwing fittings on both struts, in accordance with Boeing Alert Service Bulletin 767-57A0074, dated May 17, 2000, or Revision 1, dated May 18, 2000. Repeat the inspection thereafter at intervals not to exceed 500 flight hours or 300 flight cycles, whichever occurs later.

Replacement

(c) If any cracked or fractured bolt is found during any inspection required by paragraph (b) of this AD, prior to further flight, replace both tension bolts in the affected side load underwing fitting with new, improved bolts in accordance with Boeing Alert Service Bulletin 767-57A0074, dated May 17, 2000, or Revision 1, dated May 18, 2000.

Additional Inspection Requirements

(d) If both tension bolts in one side load underwing fitting are found cracked or fractured during any inspection required by paragraph (b) of this AD, prior to further flight, perform inspections to detect discrepancies of adjacent structure in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. For an inspection method to be approved by the Manager, Seattle ACO, as required by this paragraph, the manager's approval letter must specifically reference this AD.

Reporting Requirement

(e)For airplanes having L/N 163 through 230 inclusive on which an H-11 bolt is found installed, or on which the type of bolt cannot be determined during the inspection required by paragraph (a) of this AD: within 48 hours after performing the inspection required by paragraph (b) of this AD, submit a report of findings to the Manager, Seattle ACO, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; fax (425) 227-1181. The report must include the type of bolt found and the airplane serial number. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

Optional Terminating Action

(f) Replacement of all H-11 steel tension bolts in the side load underwing fittings on both struts with new, improved bolts, in accordance with Boeing Alert Service Bulletin 767-57A0074, dated May 17, 2000, or Revision 1, dated May 18, 2000, constitutes terminating action for this AD.

Alternative Methods of Compliance

(g) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(h) Special Flight Permits may be issued in accordance with Sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Effective date

(i) **AD 2000-10-51, issued on May 18, 2000, becomes effective upon receipt.**

FOR FURTHER INFORMATION CONTACT: James Rehrl, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2783; fax (425) 227-1181.

Issued in Renton, Washington, on May 18, 2000.

John J. Hickey, Manager, Transport Airplane Directorate, Aircraft Certification Service.